



EVERGREEN VISIONING PROJECT Evergreen Smart Growth Strategy

Transportation Improvements Summary

San Jose Department of Transportation staff has identified a package of transportation improvements that would address existing deficiencies, support limited further development, and enhance alternative modes in the Evergreen area. The improvements have been divided into three categories: Base Improvements, Tier 1 Enhancements, and Tier 2 Enhancements. The Base Improvements are required to accommodate the future traffic levels expected from development within the Smart Growth Strategy. The Tier 1 and Tier 2 Enhancements would further facilitate traffic flow; would support use of transit, bicycling, and walking; and would protect neighborhood streets from traffic impacts.

One of the most significant planned transportation projects in Evergreen is the LRT extension from the Alum Rock station to Nieman Boulevard. This is a funded improvement that currently is in the design stage. All other identified transportation improvements in this package are unfunded. It is possible that some of them could be funded at some point in the future without the Smart Growth Strategy. However, one of the opportunities of the Strategy is to pool private development contributions to fund a package of public improvements, including some transportation improvements.

BASE IMPROVEMENTS

In addition to the light rail extension, which is funded separately, the Base Improvements include improvements to US 101, White Road, and several intersections within Evergreen. These improvements are necessary to provide transportation capacity for limited future development. The specific improvements are described in more detail below.

Item 1. US 101 Corridor Project: (Estimated Cost: \$82 million) This project was identified in the *US 101 Corridor Study* completed by the Valley Transportation Authority (VTA) in 2004. The project includes increased mainline and ramp capacity and includes the conversion of the full cloverleaf interchanges at Tully Road and Capitol Expressway to partial cloverleaf designs. Partial cloverleaf interchanges have greater capacity by eliminating the weaving sections that are inherent in full cloverleaf designs. In the northbound direction the design includes adding an HOV lane to the Tully on-ramp, adding a mixed-flow lane to the Capitol on-ramp, and providing two mixed-flow on-ramps from Yerba Buena (separating Yerba Buena from Capitol). In the southbound direction, the design includes an auxiliary lane from Tully Road to Capitol Expressway and a mainline lane from I-280 to Capitol.

Item 2. Intersection/Traffic Signal Modifications: (Estimated Cost: \$7 million) Additional lanes would be added at seven other intersections in Evergreen in order to provide additional capacity and reduce delay. In some cases right-of-way would be required. The intersections include San Felipe/Yerba Buena, Capitol/Aborn, Capitol/Silver Creek, Capitol/Quimby, Silver Creek/Yerba Buena, King/Tully, and Capitol/McLaughlin.

Item 3. White Road Improvements: (Estimated Cost: \$10 million) This project would complete White Road to its full planned six-lane configuration from Ocala Avenue to Aborn Road. Some right-of-way would be required. The project would include sidewalks, landscaping, and a landscaped median. Additional turn lanes would be added at the intersections with Ocala, Tully, Norwood, Quimby, Stevens, and Aborn.

Item 5. New Traffic Signals – Safety: (Estimated Cost: \$5 million) The City of San Jose determines the need for new traffic signals based on a system of “warrants,” which analyze whether a traffic signal at a particular location would reduce traffic delays, reduce accidents, or help pedestrians. This project would devote \$5 million to install signals at the highest priority locations. These locations were given a priority rating based on their existing and projected future traffic volume.

TIER 1 ENHANCEMENTS

These improvements would help traffic flow, support alternative modes of transportation, and protect neighborhoods from traffic impacts. The specific elements are as follows.

Item 4. Capitol Expressway Relinquishment/Upgrade: (Estimated Cost: \$6 million) A goal of the City is to make Capitol Expressway a more inviting thoroughfare for transit and pedestrians. This involves installation of lighting, sidewalks and median and side landscaping. The LRT project will construct improvements from Capitol Avenue to Nieman Boulevard. The \$6 million project in the Smart Growth Strategy would be to continue the improvements from Nieman Boulevard to US 101.

Item 6. Additional Traffic Signals – Efficiency: (Estimated Cost: \$4 million) This project would install signals at additional intersections. These intersections meet signal warrants but are not expected to experience as much of a traffic increase as the signal locations included in the list of Base Improvements.

Item 7. Intelligent Transportation Systems (ITS) Network: (Estimated Cost: \$4 million) This project would connect together all the signals in key corridors, such as Tully Road and Capitol Expressway. This project also would add traffic cameras at key locations. When the signals are connected together and the whole system is connected to the city’s central control station, the signals can be synchronized for better traffic flow. Also, the cameras can detect incidents, and the signal timing can be adjusted accordingly.

Item 8. Thompson Creek Trail: (Estimated Cost: \$15 million) The *Thompson Creek Trail Master Plan* proposes the development of a 7-mile multi-use recreational trail along Thompson Creek and a portion of Lower Silver Creek in Evergreen. The purpose of the planning process was to develop an attractive, safe and environmentally sensitive multi-use recreational trail that will enhance the quality of life for the community by providing access to the natural environment, linking neighborhoods near the trail, providing connections to importation destinations, and enhancing alternative modes of transportation. The Master Plan was developed with input from community meetings and a Technical Advisory Committee, and was sponsored by the Department of Parks, Recreation and Neighborhood Services and the City Council District 8 office.

Item 9. Nieman Pedestrian Over Crossing: (Estimated Cost: \$8 million) This project would build a pedestrian bridge over Capitol Expressway in the vicinity of Nieman Boulevard. The bridge would allow pedestrians to cross the expressway without having to wait at a traffic signal and without having to cross in front of cars. It would also provide better trail connectivity in the area.

Item 12. Bike Lanes: (Estimated Cost: \$1 million) DOT has developed a draft bike master plan for the Evergreen area that provides approximately 8 miles of bike lanes. The master plan is an expansion and fine-tuning of the Citywide adopted Bicycle Master Plan. The \$1 million allowance would allow for installing these planned bike lanes.

Item 13. Transit Enhancements: (Estimated Cost: \$3 million) Currently there are two VTA bus routes that operate wholly within Evergreen (there are several other routes that go in and out). Additional funding would allow the community to create a unique transit system for the Evergreen area. This system could include shuttles, enhanced transit stops, and better multimodal connections.

Item 14. Traffic Calming: (Estimated Cost: \$5 million) Traffic calming refers to a number of street improvements designed to reduce or eliminate traffic problems on local residential streets. These improvements include traffic circles, bulbouts, or medians to reduce speeding; enhanced crosswalks to help pedestrian safety; and other measures. Traffic calming street improvements typically are installed following a neighborhood traffic study that identifies and quantifies problems and obtains full neighborhood support for changes. The transportation improvement package includes an allowance of \$5 million to fund traffic calming measures. Specific traffic calming improvements will be developed as they become identified and needed, and any funds provided by the Smart Growth Strategy will only be used within Evergreen.

TIER 2 ENHANCEMENTS

This tier includes enhancements to the transportation system that would improve the livability of Evergreen neighborhoods but are not required to address safety or traffic problems. The specific improvements are as follows.

Item 10. Curb Ramps: (Estimated Cost: \$7 million) These are the wheelchair ramps that typically are seen at street corners. The City of San Jose has completed an inventory of all intersections in Evergreen to identify where ramps are not present. Ramps could be installed at all these locations for a cost of \$7 million. The Task Force could choose to partially fund this item to construct curb ramps at the most needed locations.

Item 11. Pedestrian Countdown Signals: (Estimated Cost: \$1 million) The City of San Jose has started to install countdown pedestrian signals at intersections where significant numbers of pedestrians are present. These signals display the amount of green time remaining for pedestrians to get across the street. The cost estimate of \$1 million would allow installation at all signalized intersections in Evergreen.

Item 15. Street Trees: (Estimated Cost: \$1 million) This item is for the installation of street trees at locations in need throughout Evergreen. Street trees provide a better walking environment by creating shade and separation between the pedestrian and vehicles.

Item 16. Median Landscaping: (Estimated Cost: \$5 million) Median landscaping on wide streets can enhance the street environment for all users. The City has a database of locations in Evergreen where median landscaping is recommended.